BookletChart™

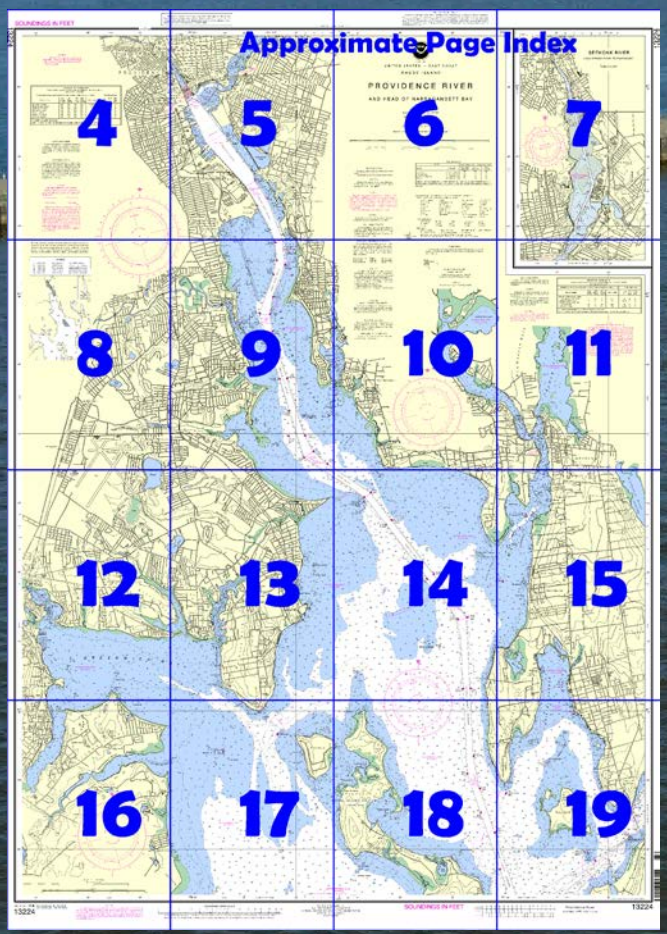
Providence River and Head of Narragansett Bay

NOAA Chart 13224

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

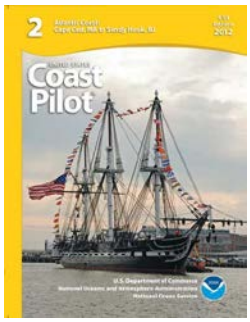
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13224

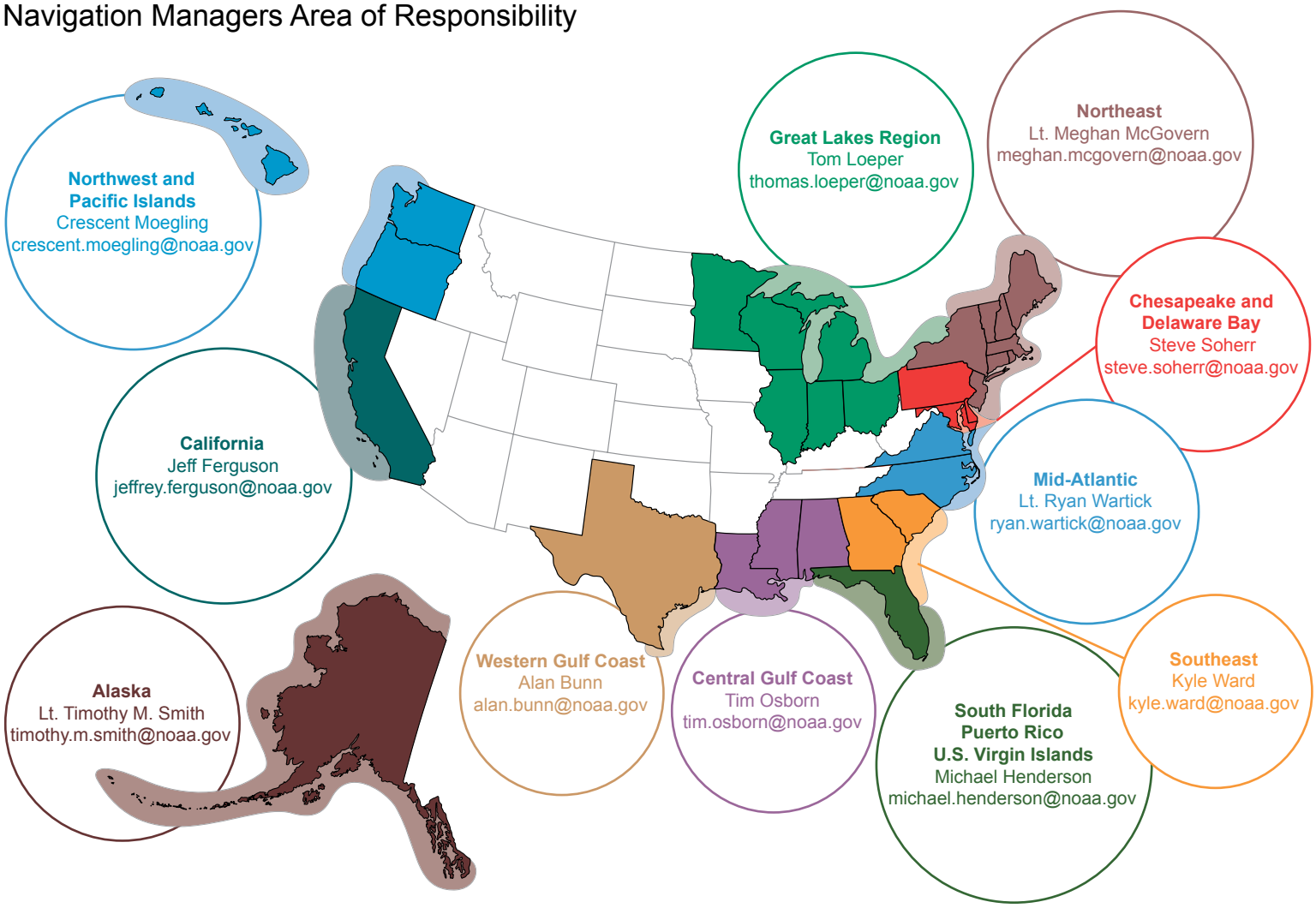


(Selected Excerpts from Coast Pilot)
Pilotage, Narragansett Bay and Other Rhode Island Waters.–Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Narragansett Bay and all ports of the waters of the State of Rhode Island.
Federal and State pilots for Narragansett Bay are available from Northeast Marine Pilots, Inc., Newport, RI 20840; http://www.nemarinepilots.com; telephone 401-847-9050 (24 hours), 800-274-1216, FAX 401-847-9052; email: dispatch@nemarinepilots.com.
Hog Island, about 1 mile north of Arnold Point, lies in the entrance to Bristol Harbor, dividing the waters into two channels. The island has a rolling wooded terrain on which are a few houses and cottages. Shoal water surrounds the island extending as much as 0.4 mile southward and 0.8 mile northward. The shoal area is marked by lights and buoys.
About 0.6 mile E-NE of Hog Island Shoal Light is **Musselbed Shoals**, marked on the outer end by a light. From the light structure a directional light is shown to mark the channel to Mount Hope Bay.
Hog Island is in the middle of the entrance to Bristol Harbor. A natural channel with depths of 19 to 25 feet extends on each side of the island. Excellent anchorage may be found in the harbor abreast the town in depths of 15 to 17 feet, soft bottom. A **general anchorage** is in Bristol Harbor.
Usher Rocks, about 0.7 mile northeastward of Popasquash Point, are bare at low water. A buoy is eastward of the rocks and on the western side of the western passage to the harbor.
From the bay, the channel to Warren passes between numerous shoals and rocks and is crooked and winding, but well marked. A depth of about 9 feet is in the channel to the lower wharves at Warren, and the same depth is in Barrington River to the fixed highway bridge about 0.5 mile above the entrance.
Vessels approaching the river must take care to avoid **Rumstick Shoal**, which extends nearly 0.6 mile south of **Rumstick Point**, the southernmost point of **Rumstick Neck** and the western entrance point of the river. The shoal has depths of 2 to 12 feet and is marked by buoys.
Rumstick Rock, 6 feet high, and **Rumstick Ledge,** with rocks that uncover 1 to 5 feet, are on the westerly side of the shoal.
The **tidal current** off the town of Warren has a velocity of about 1 knot. Strong currents may be encountered in Barrington River.
Dangers.–Numerous rocks and ledges border Providence River Channel on either side. Navigational aids mark the shoal areas off **Bullock Point**, about 1.5 miles above the mouth; off **Sabin Point**, about 3 miles above the Mouth; off **Pomham Rocks**, about 3.5 miles above the mouth; off **Fuller Rock**, about 5 miles above the mouth and **Green Jacket Shoal**, east of Fox Point about 7.4 miles above the mouth.
Potter Cove, on the northeast side of **Prudence Island,** is a small nearly landlocked harbor. Buoys mark the entrance channel off **Gull Point.** The north and south ends of Prudence Island are a State park. **Ohio Ledge,** about 2.5 miles northward of Potter Cove, has a least depth of 8 feet and is marked on its southeast side by a bell buoy.
Warren River, emptying into the head of Narragansett Bay westward of Bristol Neck, is the approach to the towns of **Warren** and **Barrington**, and **Barrington River**, which joins Warren River at Warren. A church spire in Warren is prominent.
A State regulatory buoy, about 0.9 mile above the mouth of Warren River, marks a **"Slow no wake" zone.**
An excellent anchorage may be found at the mouth of the Warren River about 0.2 mile from the eastern shore in depths of 14 to 15 feet, soft bottom. There is not room for anchorage in the river for any but small craft. Abreast the lower end of Warren the channel is about 0.1 mile wide, with depths of 13 to 17 feet in midchannel, and small vessels can anchor temporarily at this point.
Providence is at the head of navigation on the Providence River, about 7 miles above the entrance, at the junction of the Providence and Seekonk Rivers. The port area includes both sides of the upper navigable channel of the river.
Occupessatuxet Cove, on the west side of the river north of Conimicut Point, is a shallow bight south of **Gaspee Point**. The cove is frequented only by small craft with local knowledge.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

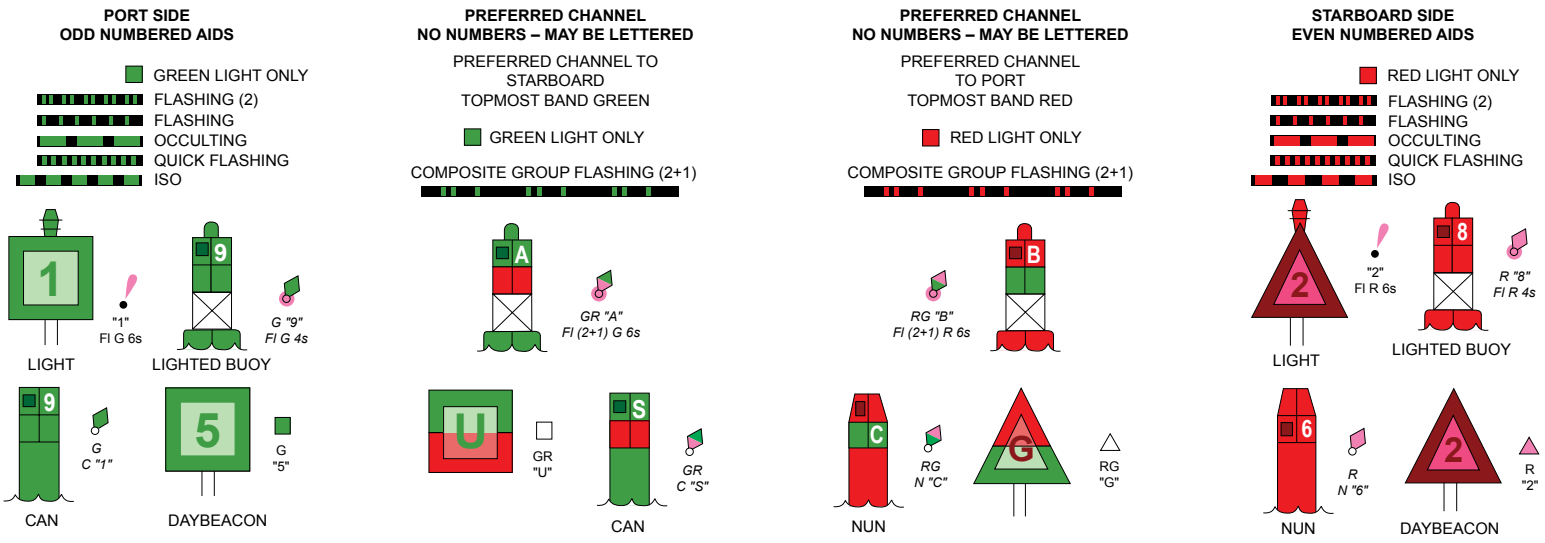


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

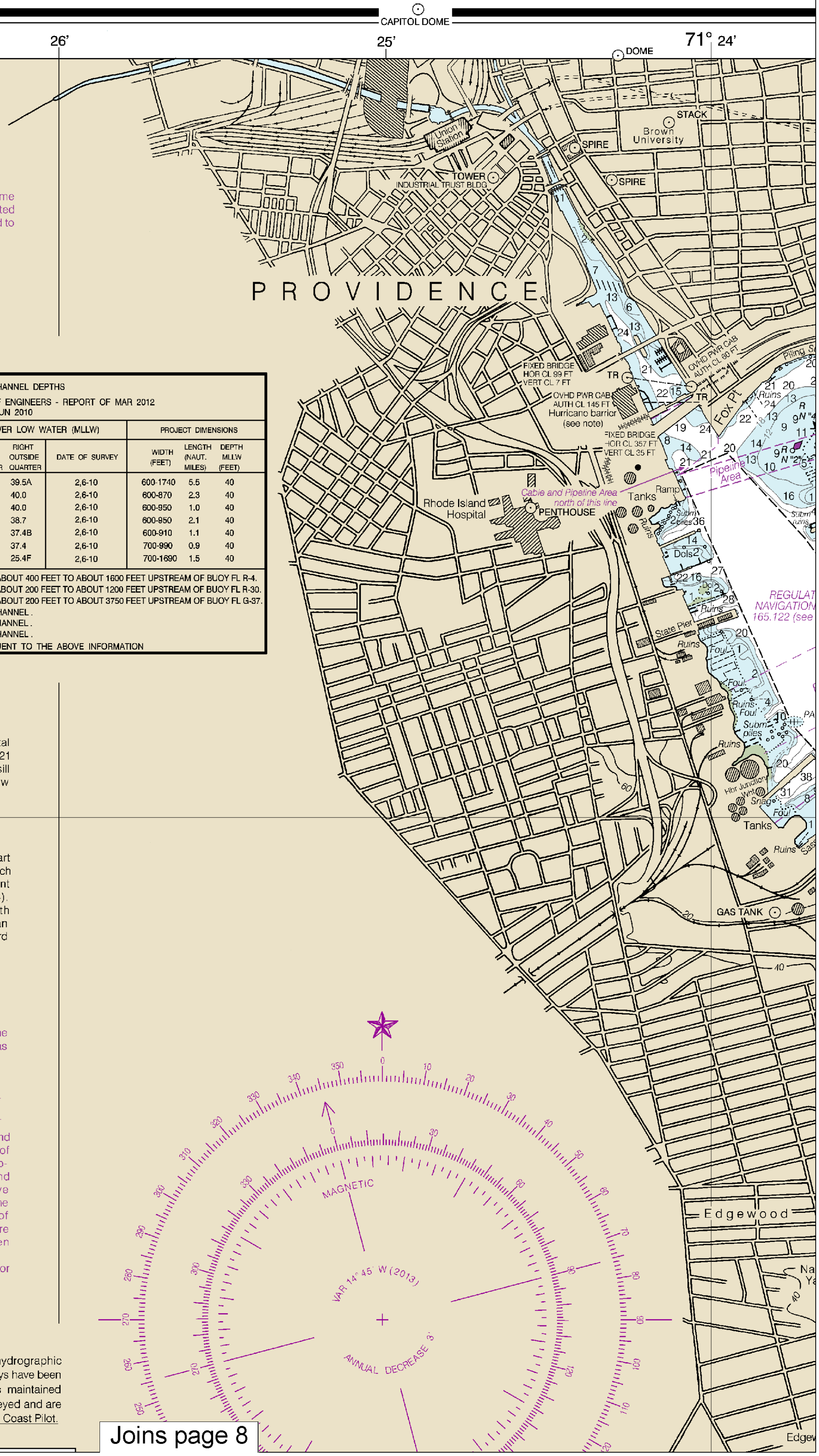
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET



CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

PROVIDENCE RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2012 AND SURVEYS TO JUN 2010

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	38.2	40.0	40.0	39.5A	2,6-10	600-1740	5.5	40
RUMSTICK NECK REACH	39.3	40.0	40.0	40.0	2,6-10	600-870	2.3	40
CONIMICUT POINT REACH	39.0	40.0	40.0	40.0	2,6-10	600-950	1.0	40
BULLOCK POINT REACH	38.1	40.0	40.0	38.7	2,6-10	600-950	2.1	40
SABIN POINT REACH	36.2	40.0	40.0	37.4B	2,6-10	600-910	1.1	40
FULLER ROCK REACH	37.6C	39.1	38.6	37.4	2,6-10	700-990	0.9	40
FOX POINT REACH	34.6D	38.2E	38.8E	25.4F	2,6-10	700-1690	1.5	40

A. EXCEPT FOR SHOALING TO 37.4 FEET WITHIN 25 FEET OF LIMIT FROM ABOUT 400 FEET TO ABOUT 1600 FEET UPSTREAM OF BUOY FL R-4.
B. EXCEPT FOR SHOALING TO 34.2 FEET WITHIN 40 FEET OF LIMIT FROM ABOUT 200 FEET TO ABOUT 1200 FEET UPSTREAM OF BUOY FL R-30.
C. EXCEPT FOR SHOALING TO 34.7 FEET WITHIN 40 FEET OF LIMIT FROM ABOUT 200 FEET TO ABOUT 3750 FEET UPSTREAM OF BUOY FL G-37.
D. EXCEPT FOR SHOALING TO 23.4 FEET IN THE LAST 400 FEET OF CHANNEL.
E. EXCEPT FOR SHOALING TO 26.8 FEET IN THE LAST 400 FEET OF CHANNEL.
F. EXCEPT FOR SHOALING TO 24.3 FEET IN THE LAST 400 FEET OF CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

HURRICANE BARRIER

At each of the three river gates the horizontal clearance is 20 feet, the vertical clearance is 21 feet at Mean High Water. The depth over the sill at the gates is 12.9 feet at Mean Lower Low Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.365" northward and 1.804" eastward to agree with this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SOURCE DIAGRAM

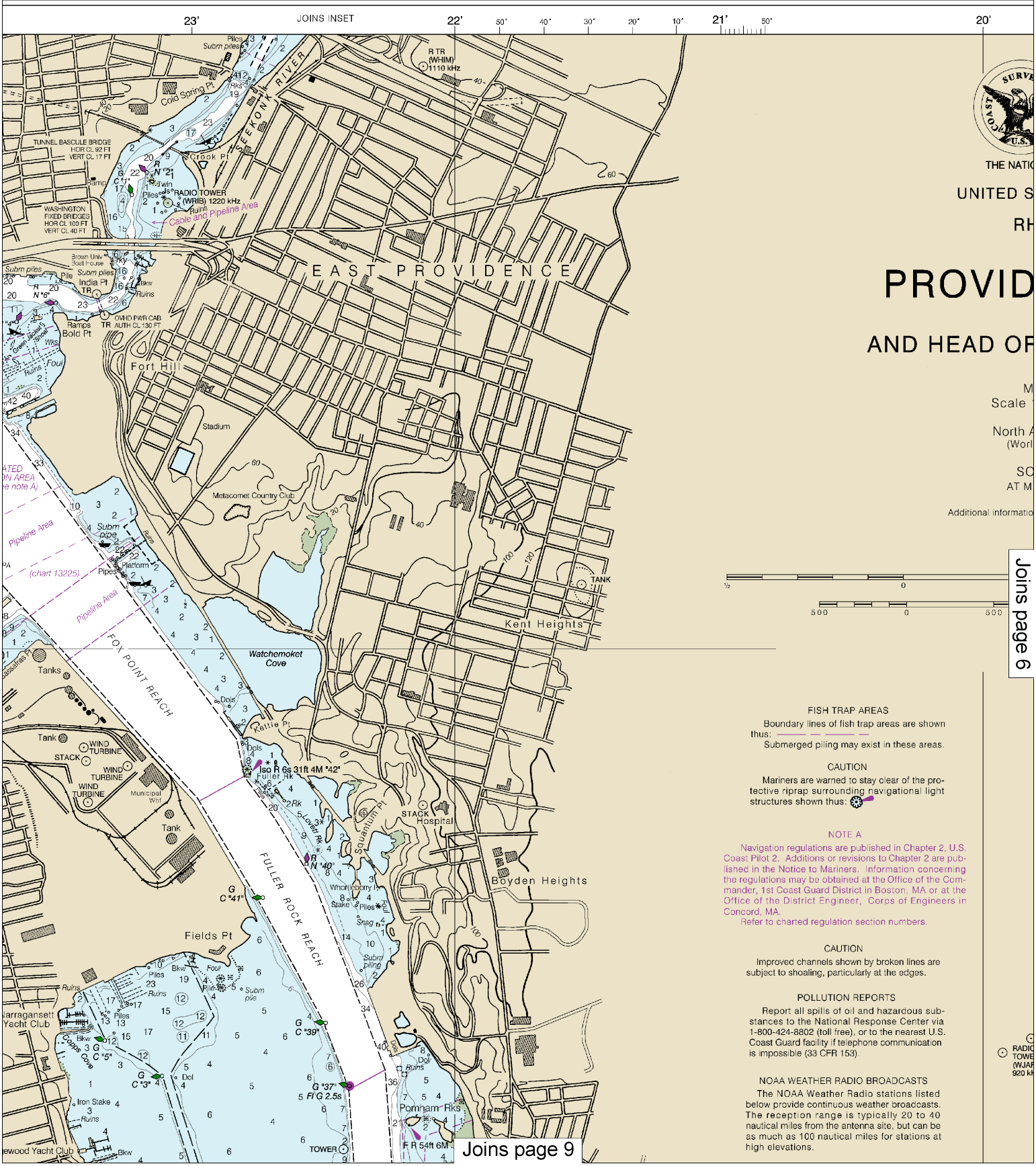
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 8

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Note: Chart grid lines are aligned with true north.



FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — —

Submerged piling may exist in these areas.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

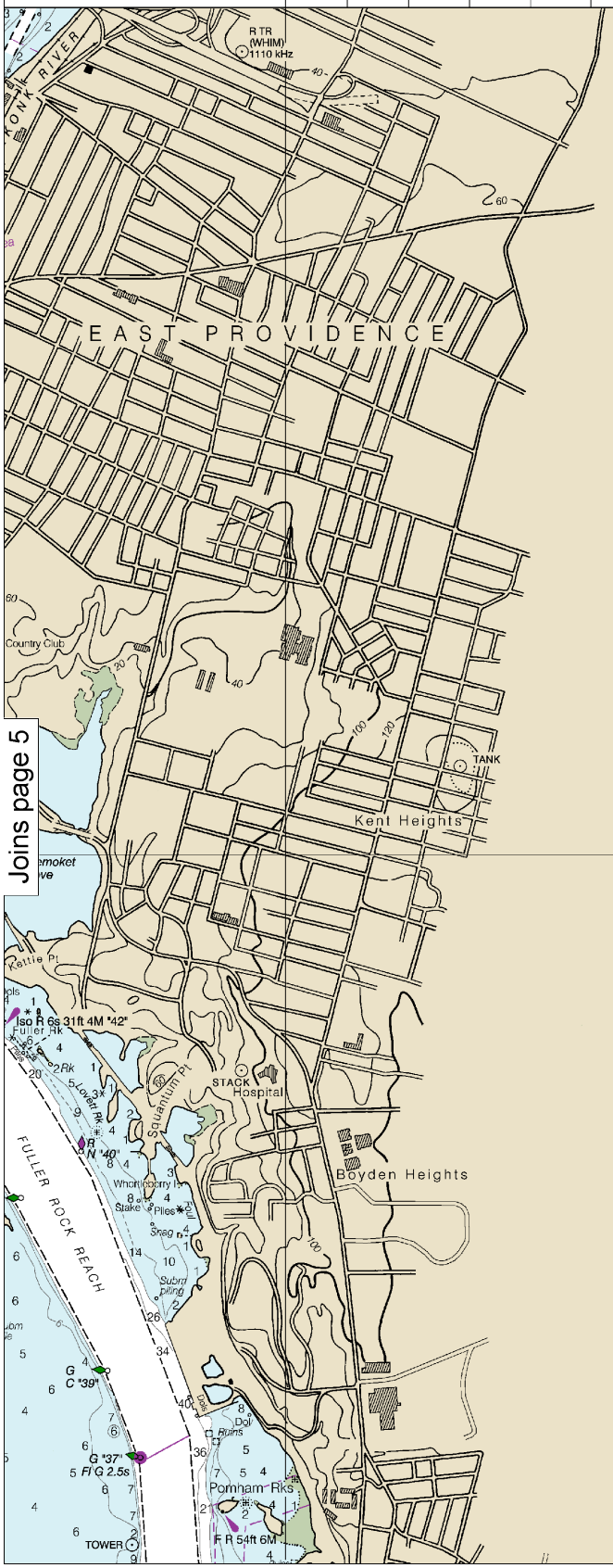
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 278, 1st Ed., April 1917 KAPP 2132

JOINS INSET

22' 50' 40' 30' 20' 10' 21' 50' 20' 19'



Joins page 5

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND

PROVIDENCE RIVER

AND HEAD OF NARRAGANSETT BA

Mercator Projection
Scale 1:20,000 at Lat. 41° 44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

SCALE 1:20,000
Nautical Miles
½ 0 ½ 1
Yards
500 0 500 1000 1500 2000

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TIDAL INFORMATIC

PLACE NAME	(LAT/LONG)
Bristol Ferry	(41°38'N/71°15'W)
East Greenwich	(41°40'N/71°27'W)
Providence, State Pier	(41°48'N/71°24'W)

Dashes (- - -) located in datum columns indicate unavailable datum tide predictions, and tidal current predictions are available on the I

(Feb 2013)

ABBREVIATIONS (For complete list of Symbols and Abbrevia

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
21 Wreck, rock, obstruction, or shoal swept clear to th
(2) Rocks that cover and uncover, with heights in feet

RADIO TOWERS 423 ft (WJAR) 920 kHz

AUTHORITIES

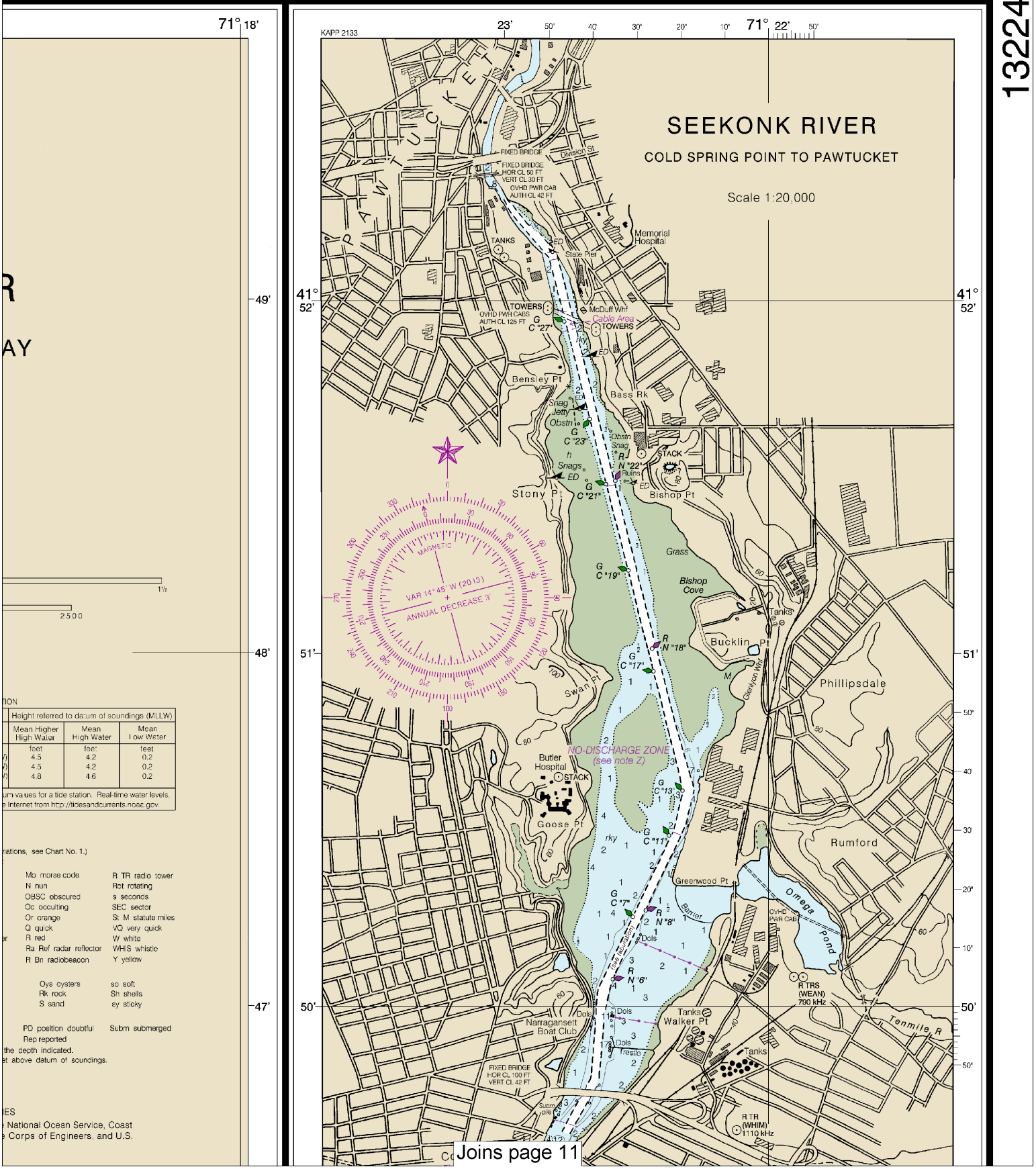
Hydrography and topography by the N Survey, with additional data from the C Coast Guard.

Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½
Yards
500 0 500 1000 1500 2000 2500



Height referred to datum of soundings (MLLW)		
Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
4.5	4.2	0.2
4.5	4.2	0.2
4.8	4.6	0.2

Mo morse code	R TR radio tower
N nun	Rot rotating
OBSC obscured	s seconds
Oc occulting	SEC sector
Or orange	St M statute miles
Q quick	VQ very quick
R red	W white
Ra Ref radar reflector	WHIS whistle
R Bn radiobeacon	Y yellow

Oys oysters	so soft
Rk rock	Sh shells
S sand	sy sticky

PD position doubtful — Subm submerged
Rep reported

the depth indicated.
et above datum of soundings.

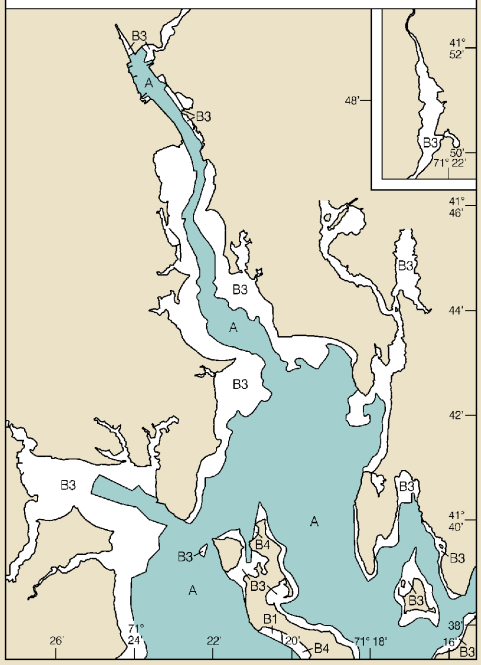
e National Ocean Service, Coast
e Corps of Engineers, and U.S.

Last Correction: 5/18/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Joins page 4

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2009	NOS Surveys	full bottom coverage
B1	1990-1991	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



41° 46'

45'

44'

ANNUAL DECREASE

Edgew

Marsh

Pawtuxet River

Marsh

Silverhook

Lakewood

Norwood

Posneganset Pond

Palace Garden

Sand Pond

Lincoln Park

Spring Green

Spring Green Pond

Hoxsie

Hillsgrove

Theodore Francis Green State Airport

AERO Rotating W & G

Warwick Pond

Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

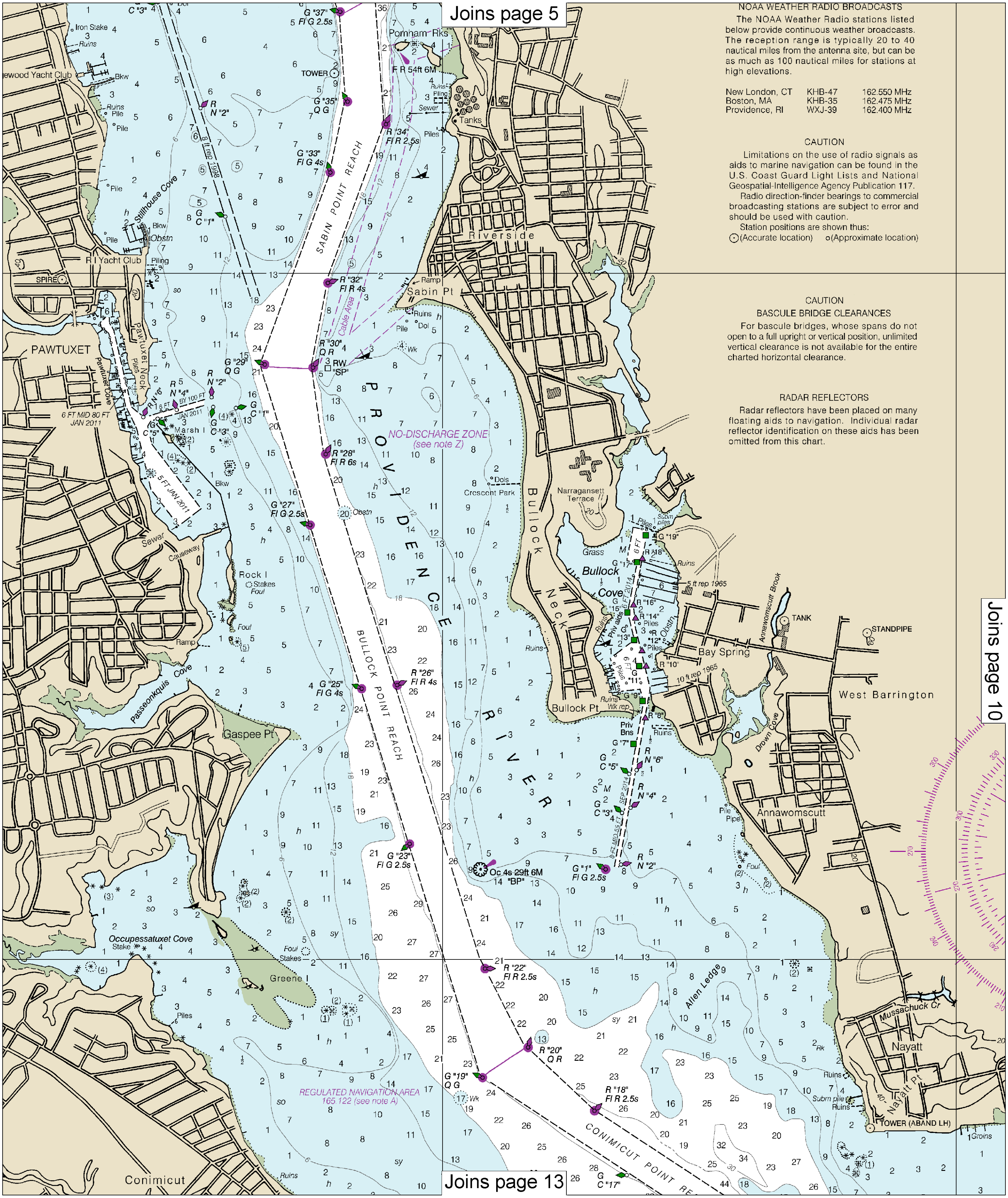
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

Joins page 5



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT	KHB-47	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⨀(Accurate location) o(Approximate location)

CAUTION
BASCULE BRIDGE CLEARANCES

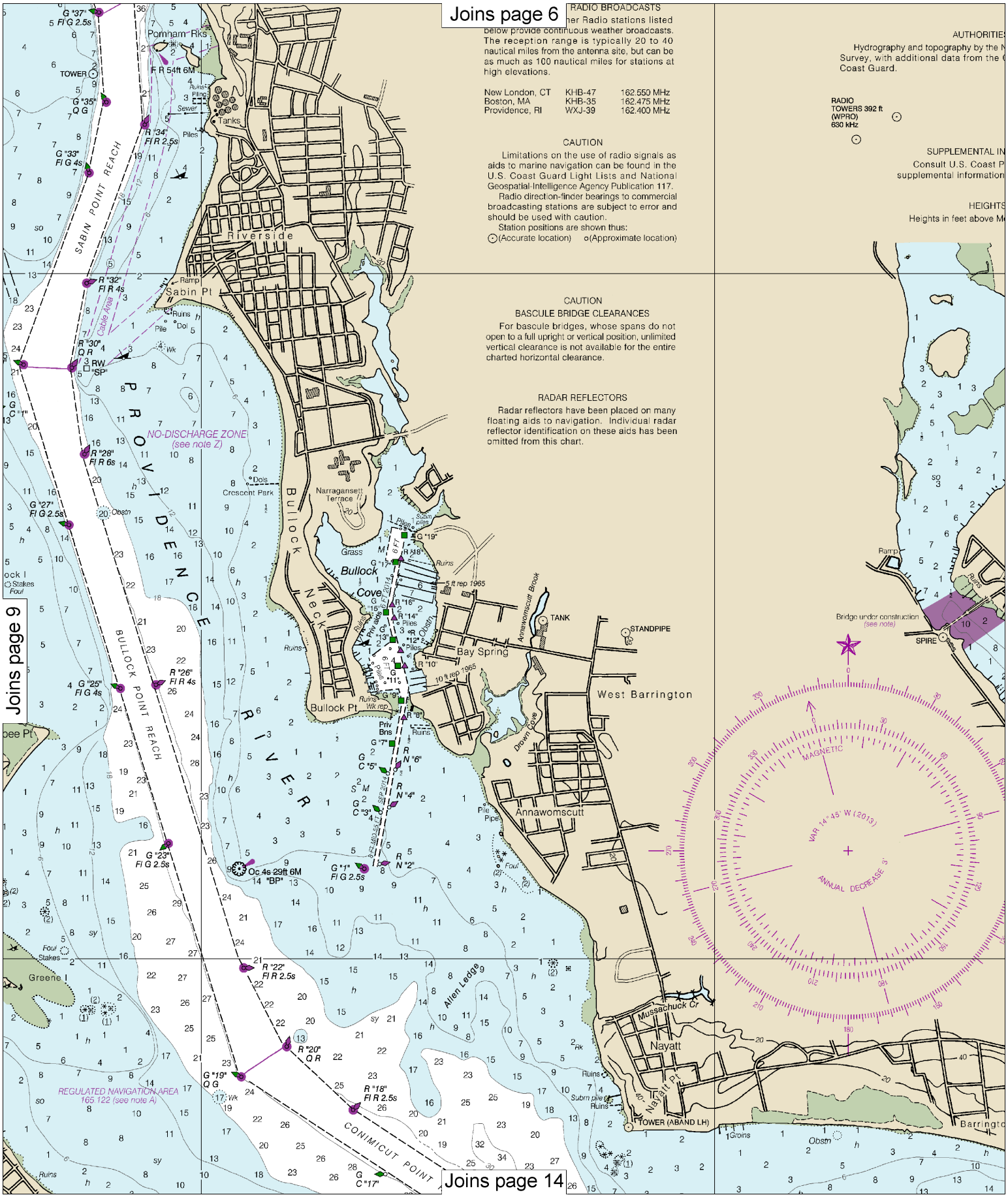
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Joins page 10

Joins page 13



10

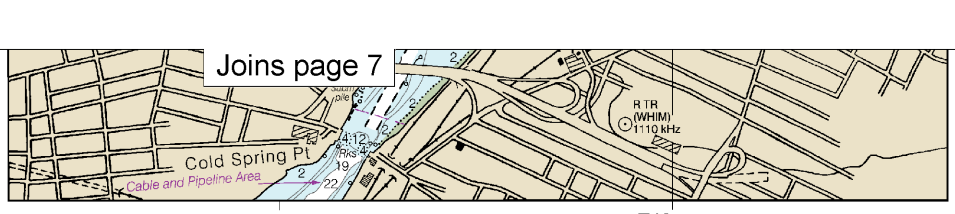
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 7



23' JOINS MAIN CHART 71° 22'

17' 16'

41° 46'

45'

44'

ES
National Ocean Service, Coast
Corps of Engineers, and U.S.

INFORMATION
Pilot 2 for important
on.

TS
Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SEEKONK RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2013
AND SURVEYS TO AUG 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CHANNEL ENTRANCE TO A POINT AT 41°50'30.0"N, 71°22'20.5"W	5.8	7.6	8.9	8-12	150	0.9	16
THENCE TO BISHOP POINT	5.3	7.7	5.0	8-12	150-180	1.1	16
BISHOP POINT TO NORTH END OF STATE PIER	4.1	5.4	4.0	8-12	150	0.7	16
THENCE 370 YARDS	7.7	5.9	6.4	8-12	60-150	0.2	16

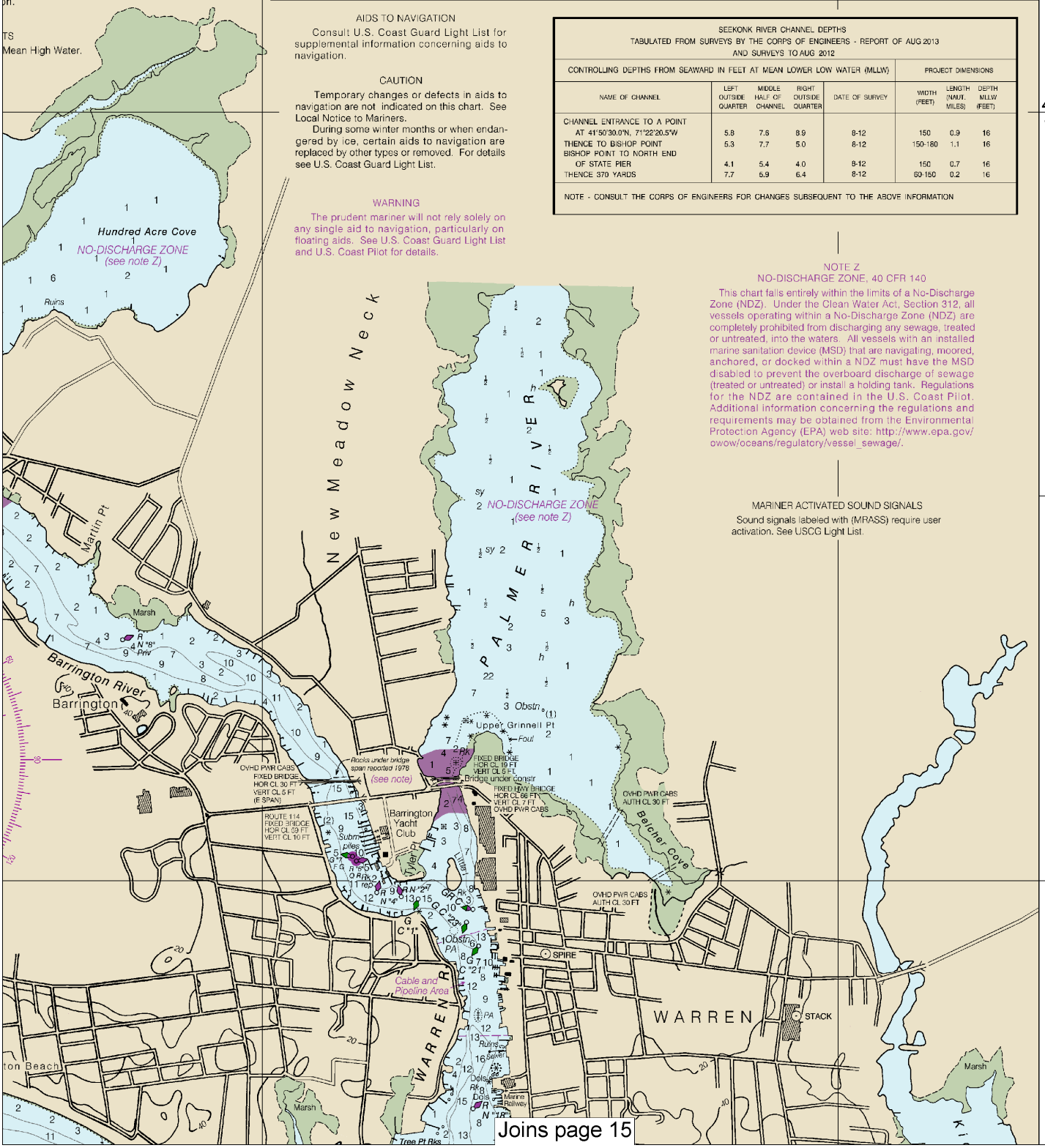
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.



Joins page 15

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 9
Joins page 14
Joins page 17
CONIMICUT POINT REACH
Conimicut
Conimicut Pt
Ramp
Shawomet
Lockwood Brook
Buckeye Brook
Corner
Old Mill Cr
Grass
River View
Longmeadow
Bayside
Ramp
Ruins
Longmeadow Rk
Barren Ledge
Rocky Point
NO-DISCHARGE ZONE
(see note Z)
Highland Beach
Warwick
Warwick Cove
Rocky Pt
Ruins
Groin
Obstn
Wk
Cable Area
Breakers
Pipes
CONIMICUT
Fl 2.5s 58ft 5M
HORN (MRASS)
Shl to bare
reo 1998
Fl Y 4s
Priv
G "15"
Q G
R "16"
Q R
R "14"
Fl R 4s
G "13"
Fl G 4s
Fl Y 2s
Priv
RG
N
TOWER (ABAND LH)
Groins
Stake
sy M
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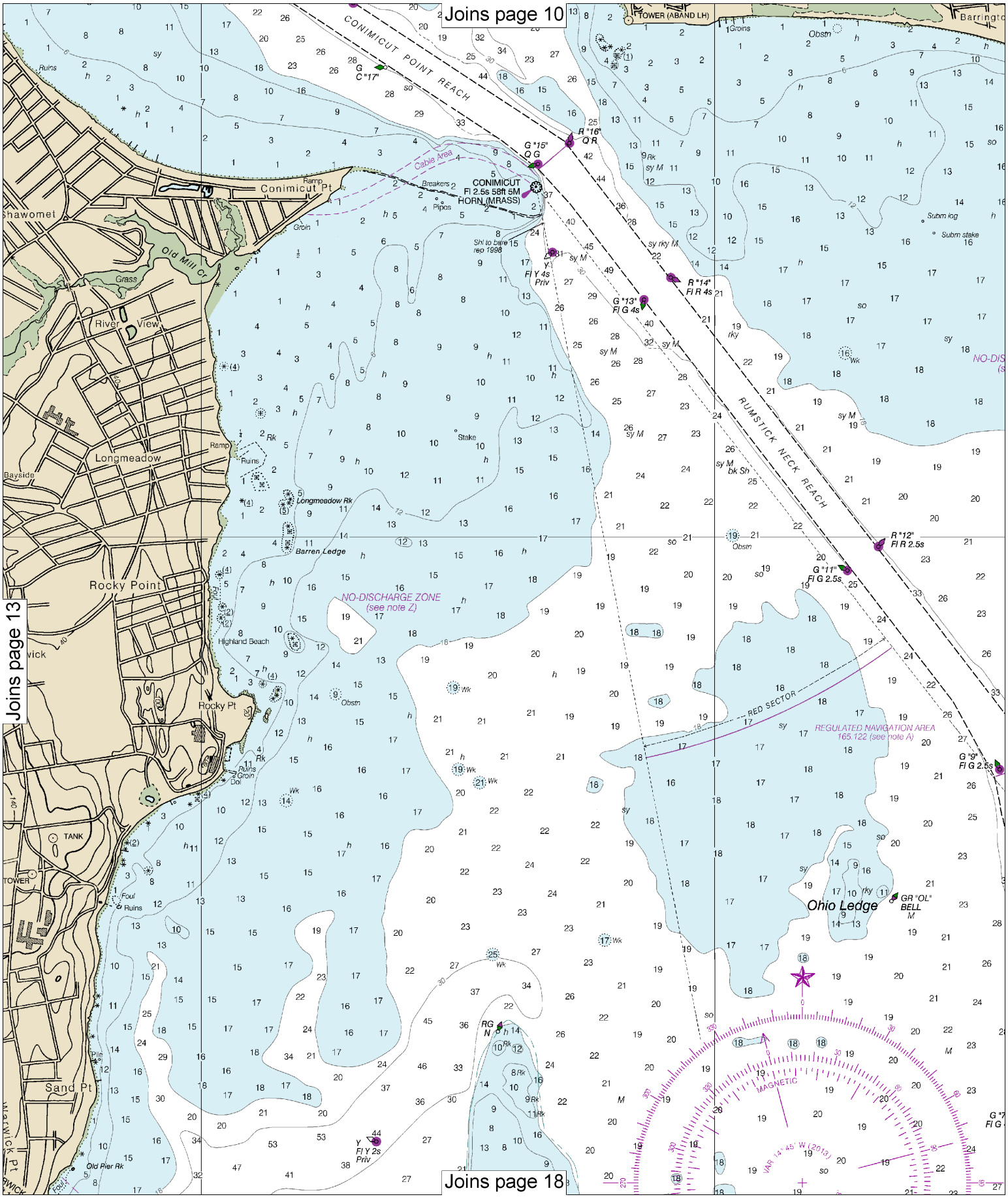
rky
bk Sh
RUMSTICK
Warwick Neck
TANK
TOWER
Foul
Sand Pt
FLAG POLE
Warwick Pt
WARWICK
Old Pier Rk
Oc G 4s 66ft
Subm obstns
Piling
Dol
Piles
Obstns
Rks PA
Ramps
Pile
6 FT 2007
6 FT MID-WIDTH OF 70 FT MAY-JUN 2007
N "12"
N "10"
N "4"
N "2"
C "17"
C "5"
C "3"
C "1"



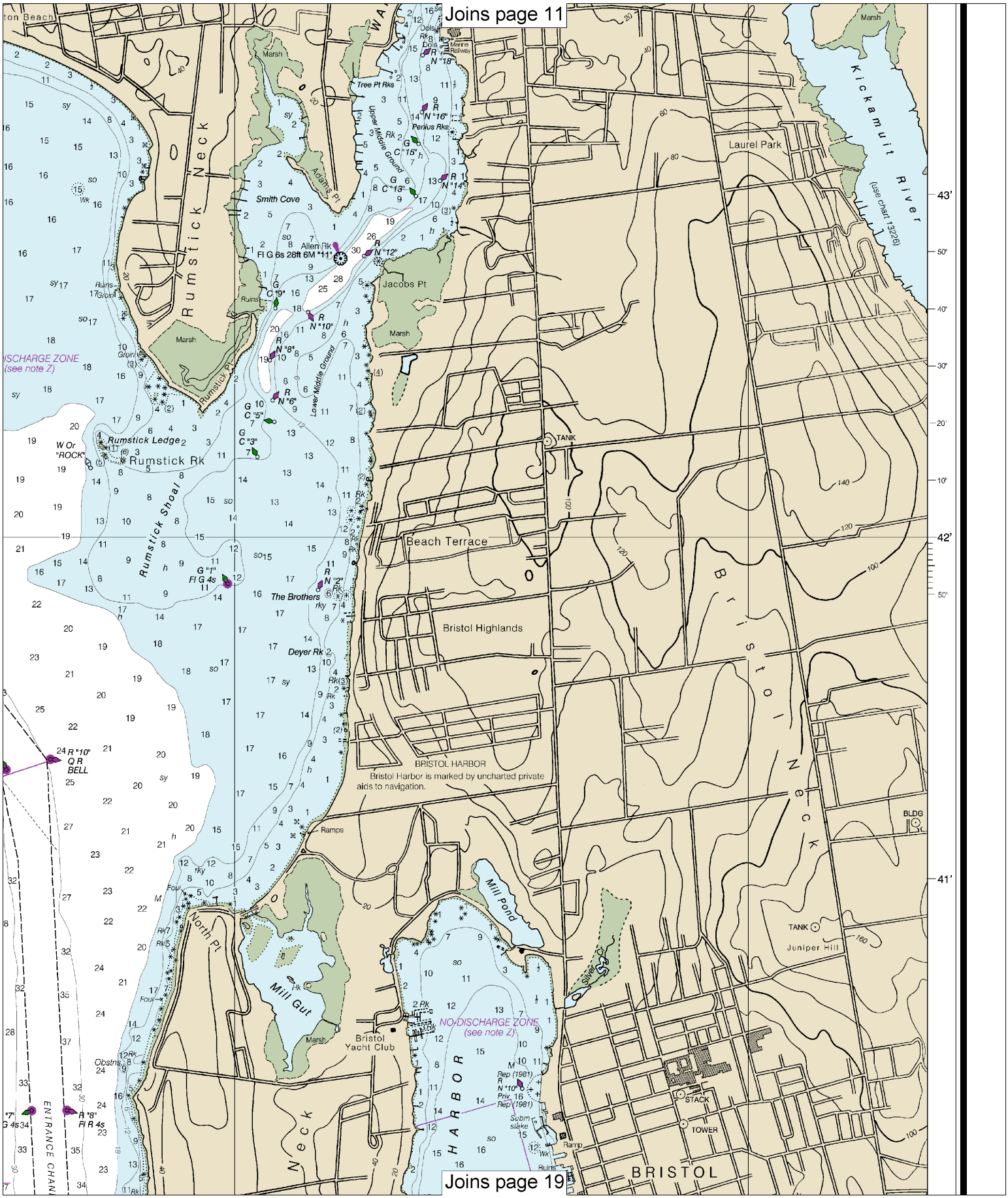
14

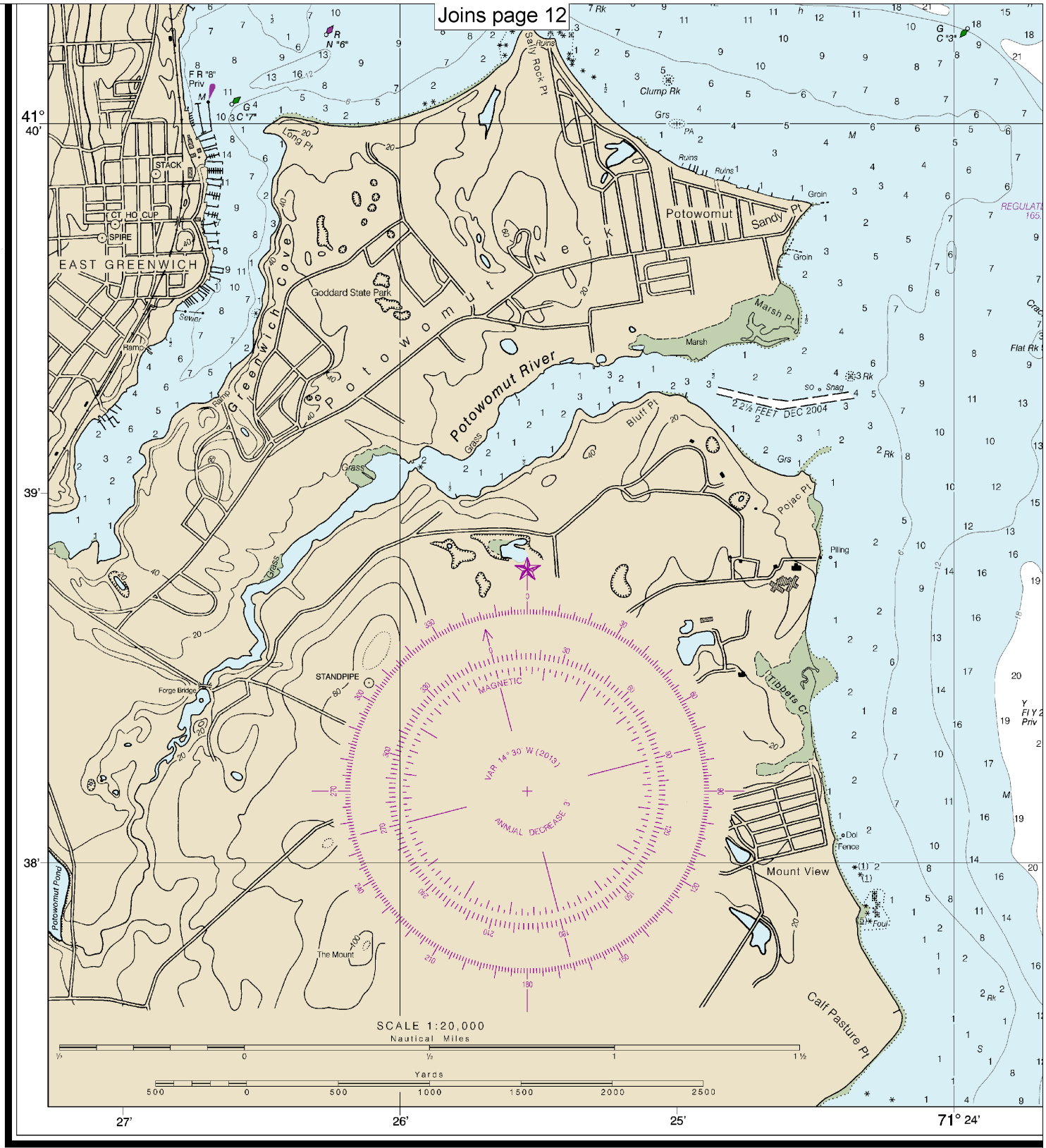
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 11
Rumstick Neck
Smith Cove
Allen Rk
Fl G 6s 28ft 6M "11"
Tree Pt Rks
Upper Middle Ground
Penius Rks
Adams Pt
Jacobs Pt
Marsh
Ruins
Rumstick Rk
Rumstick Ledge
W Or "ROCK"
Rumstick Shoal
Lower Middle Ground
Rumstick Pt
DISCHARGE ZONE (see note Z)
The Brothers
Deyer Rk
Beach Terrace
Bristol Highlands
Laurel Park
Kickamuit River
(use chart 13226)
TANK
BRISTOL HARBOR
Bristol Harbor is marked by uncharted private aids to navigation.
Ramps
Mill Pond
Mill Gut
North Pt
Bristol Yacht Club
NO DISCHARGE ZONE (see note Z)
Juniper Hill
BLDG
STACK
TOWER
Ramp
BRISTOL
Bristol Neck
HARBOR
ENTRANCE CHAN
Obstns
Joins page 19
43'
42'
41'



40th Ed., Apr. 2013

13224

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

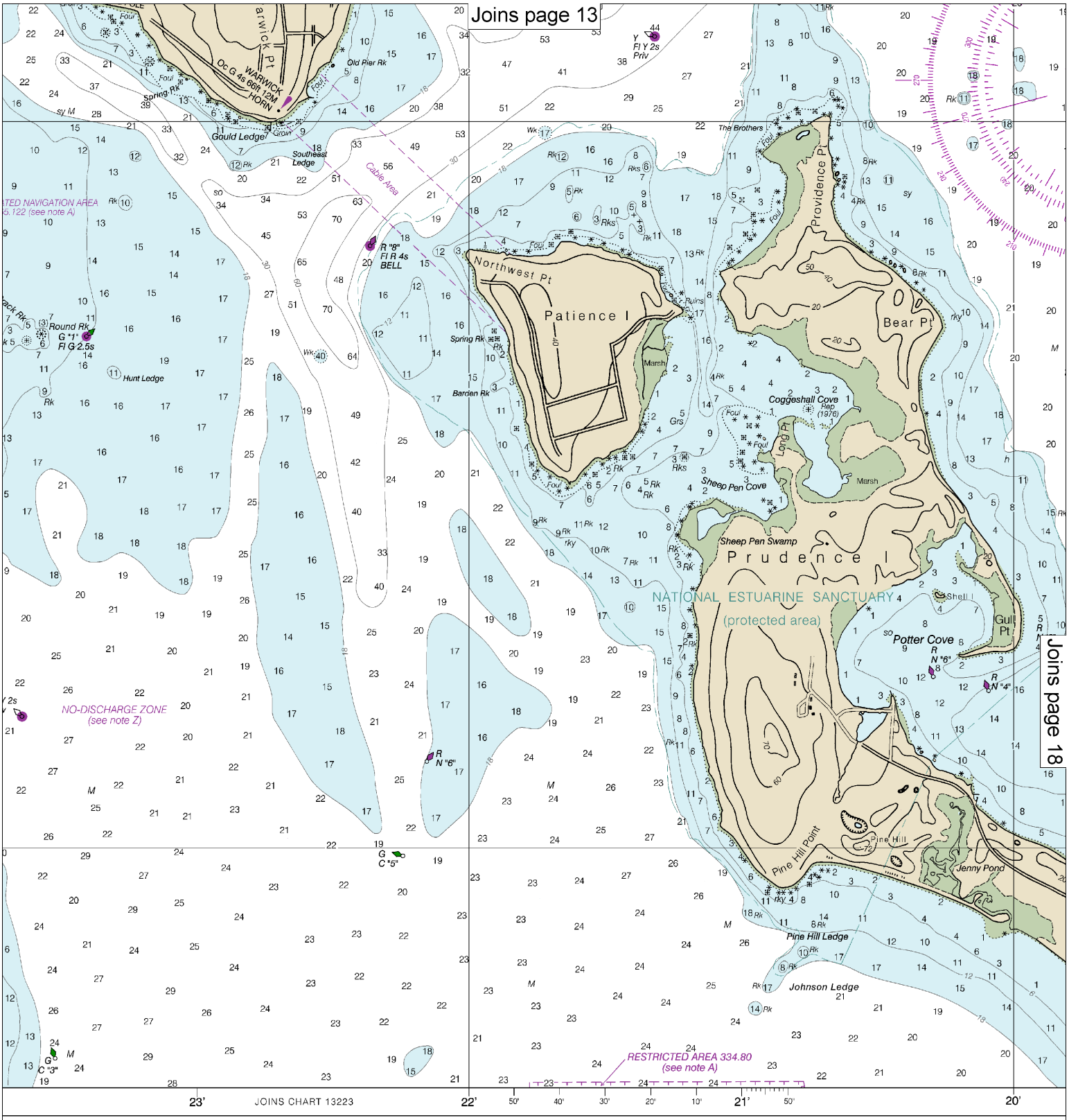
Last Correction: 5/18/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



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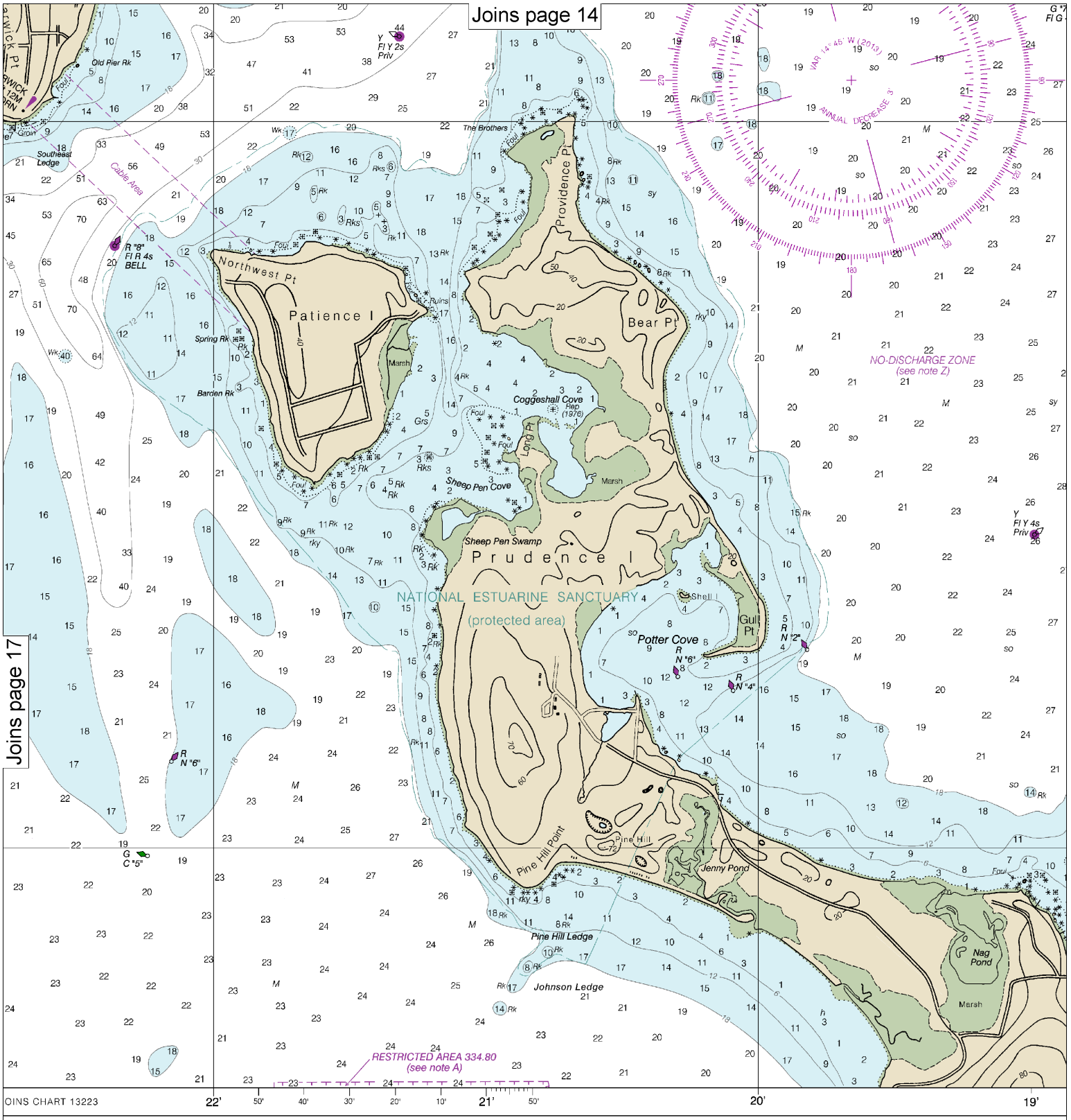
NATIONAL OCEAN SERVICE
COAST SURVEY

SC



COINS CHART 13223

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NATIONAL OCEAN SERVICE
COAST SURVEY

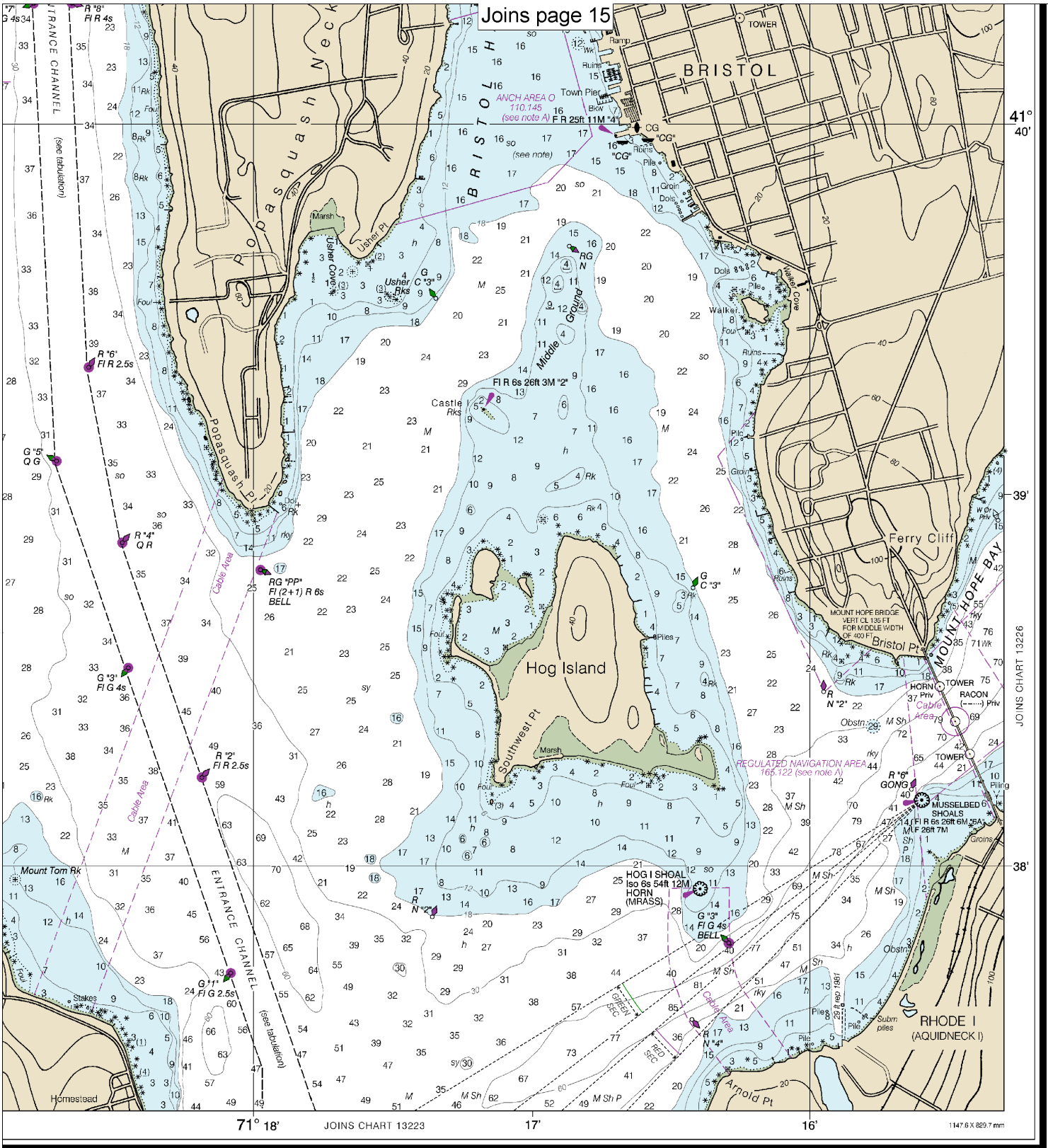
SOUNDINGS IN FEE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Providence River

SOUNDINGS IN FEET - SCALE 1:20,000

13224

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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